I'm not a bot

2008 wildfire scooter parts

2008 wildfire 250. 2008 wildfire scooter 150cc. 2008 wildfire 250cc scooter.

Recently purchased two Wildfire WFG200LDB dualsports and looking to upgrade parts such as sprockets, exhaust, and a brighter headlight bulb. Specifically seeking information on compatible sprocket combinations for cruising at 55-60mph while maintaining a low gear ratio suitable for woods riding. Also, interested in finding a quality chain and performing necessary upgrades/preventative maintenance before taking the bikes out. The bikes are reportedly standard Chinabikes and may not share the same parts compatibility with other models such as Spud's Zong or Spuds write-ups. A 45 tooth rear sprocket is recommended for optimal cruising speed, along with a front sprocket one tooth larger than standard. As for the headlight bulb, it seems that a upgrade from Spud may be compatible and suitable for improvement. people riding Honda Clones, discussing headlight upgrades and gearing issues. A user from West Virginia joins the conversation, seeking advice on upgrading their headlight to meet highway speed limits comfortably. A more experienced rider from Idaho suggests using H4 bulbs, but warns that it might require modifying the headlight assembly. Another user recommends the 17/45 gear combo for all-around riding. A discussion ensues about the compatibility of H4 bulbs with Lifanoid (a brand) headlight bulbs and potential temperature concerns on the plastic housing. The group also advises removing links from the chain to improve gearing for highway cruising. A frustrated rider's concern about their bike's sorry state is alleviated by the guidance provided. One user shares a cautionary tale about a near-fatal accident involving a 200cc Chinabike, emphasizing that these bikes are not suitable for high-speed highway riding. Instead, they recommend using them for trail riding and commuting on surface streets. These bikes were never meant to hit top speeds like they do in North America. In China, they're used as tractors or slow-moving mules. The Chinese use them for low-speed work, not high-speed adventures. A serious crash and a close call with a faster car convinced one rider that highways are not the place for these bikes. They're perfect for casual trail rides and commuting on quiet streets, but leave the highway to more powerful machines. One rider's bike was unstable at higher speeds, but adding dynabeads helped it stay steady. Others have successfully upgraded their bikes with larger tires and better gearing, making them suitable for longer trips. If you're new to these bikes, heed the advice of those who've learned the hard way: keep your speed in check and enjoy the ride on lower-speed roads. We're glad to be back in SE Arizona and looking forward to hitting the hills. Someone asked about sprockets and we're happy to share our experience. One of us got a gas leak on their tank, so they had to take it off to weld it. When they get around to counting the teeth, they'll update us. Later, someone mentioned 15 front and 39 rear sprockets. We were curious about this combo, so we asked for more info. It turns out that these numbers might be wrong because the standard combination is usually 46 rear and 15 front. Someone suggested changing the 15 to a 17 for an optimum gear ratio. Another person chimed in saying they had a similar experience with someone miscounting their sprockets. They recommended taking a close look at the teeth with a flashlight, as the tooth count is usually stamped onto the side of the sprocket. We're going to take our friend's advice and count the teeth ourselves to get an accurate measurement. We'll also be on the lookout for a 17t sprocket. A guy's been looking for a 17-tooth front sprocket, but can't seem to find one. Someone suggested checking out Jetsrus.com, which has 16th sprockets. However, it's unclear whether the 17th sprocket will fit on his Honda XL125. Another person mentioned that there might be three or four sprockets that can fit all those models. The guy checked the chart and thought it was confusing. Someone else said they think the Jetsrus link should work, but didn't see a 17t sprocket. A third person suggested contacting Bruce, who had some old bikes in Hawaii and might know where to get the sprockets. After trying to call Bruce on Monday and not getting through, the guy tried again and couldn't reach him either. He eventually contacted Bruce and they decided to go with a 16/43 combo instead since they couldn't find a 17th sprocket. The guy got it in the mail and updated his post. Later, he reported that he'd been riding all weekend and was finally getting the most out of his investment. He had two new questions: how to get another 5-10 mph out of it with a 1/43 combo, possibly by switching to a 16/40 setup (although he wasn't sure if that would be too high), and what to do about his non-working speedometer. I just got my hands on a Suzuki DR200SE cable from Bike Bandit's microfiche, and let me tell you, internal failures on Chinese speedos are super common. Most people upgrade to non-wireless bicycle speedometers or Trail Tech units. Some guy had the same issue with his bike. His front tire went flat in an instant, and he almost crashed. Luckily, he managed to get off the road. He tightened all his spokes because they were loose, but now he knows that wasn't necessary. He's going to tweak the rim properly tonight. I was surprised to see that some electric bikes don't need a gearbox. It seems like it's more about having control over the massive torque rather than necessity. One guy said he'd love to try one, but not at $10,000! He thinks the six-speed version would be a blast. Some other dude found an article saying the gearbox increases performance and control over the electric motor. Unfortunately, limited range is still a problem with electric motorcycles. Another guy joked that if you had a fold-out solar charger, you could go just a little further and leave your least favorite passenger behind! Is anyone going to Vegas this weekend? Daddy 8) The Great Eye is ever watchful 05-05-2011, 12:44 PM A user read a related article on Motorcycle.com, which seemed more interesting than recent electric wheelchairs/motorcycles. However, the user doesn't see themselves being interested in non-internal combustion vehicles. Happy to serve. 05-05-2011, 03:51 PM Another user agrees it sounds like an exciting toy but doubts its mass production due to no clear advantages over gas-powered bikes with short run time. Just a reminder: if you guys want to read more threads about electric motorcycles, we do have an Electrics forum. I think the electric motorcycles are a good idea. However, I don't like the high price, and the limited range of these bikes. Spud Spud "Never argue with an idiot. He will drag you down to his level, and beat you with experience." Mark Twain 2015 Zongshen ZS250GY-3 (RX3) 2006 Zongshen ZS200GY-2 (Sierra 200) 2005 Honda XR650L 2004 Honda CRF250X 1998 Kawasaki KDX220 Mods made to my Zongshen ZS200GY-2: This ain't got nuttin' to do with electric bikes but does comply with the thread about what I'd give up the Lifan for. If I can't get the title/license issue straightened out with the Hi-Bird and IL by the end o' July, I'll be hauling the bike back to my sisters place in WI and giving serious consideration to one of these, and in that color. The local dealer is 'local'. Cheesy _____ 07 Hi Bird Enduro-Flown the Coop 07 Ural Gear Up 79 Honda CX500 77 VeloSolex 4600 V3 73 VeloSolex 3800 I'm making this up as I go.-Indiana Jones Telling me something 'is for my own good', is a fast way to a fat lip.-Me I don't even care about my own problems, why should I care about yours?-Quote on one of my favorite t-shirts I very much like the Enfields too. I see them pop up I'm a fan of bikes that need some TLC, like the ones you can find in Russia or Eastern Europe. It's all about the thrill of restoring them to their former glory. And let's be honest, there's something special about motorcycles that are already broken when they leave the factory - it's like they're begging to be fixed! I've got a soft spot for bikes like the Enfield, but even they can't compete with the charm of a basket case. Weldangrind agrees, saying "I figure I'm well-prepared for coping with a bike that comes from the factory with unresolved issues and that rewards the self-reliant owner." He's got a point - there's something to be said for the satisfaction of fixing a problem yourself. And let's not forget about the simplicity of older bikes, like the Enfield. They might not have all the bells and whistles, but they've got heart. In fact, Weldangrind thinks that even with fuel injection, the Enfield is still a great bike. He just wishes it was simpler, like in the old days. And who can blame him? Sometimes, less is more. The current model of the Enfield might be priced right, but it's not worth an extra grand - you could get a brand new Triumph Bonneville for that price!